

EASE AND COMFORT  
IN THE STUDEBAKER  
RESILIENT SPRINGS

To make a medium weight car ride comfortably without jolting and shaking is a problem which has been solved by the Studebaker engineers. Certain types of springs afford easy riding smoothness, but allow the body to sway, making the car hard to drive; other springs may be sufficiently rigid to make driving less difficult, but because of the stiffness of the springs the car is hard riding.

The problem which the Studebaker engineers had to solve was how to use long resilient springs, assuring comfort to the passengers and at the same time how to support the rear axle in such a manner that it would always be held rigid and in line, thus assuring ease in driving. Extra features now include an easy-riding car and the increase in the number of women drivers due to the demand for a car which can be used to the roughest roads at all speeds with slight effort.

After years of development the Studebaker engineers perfected a strong and well rounded spring which was considered ideal for the Studebaker car. In order that this spring might not be relaxed of its elasticity, radius rods were provided on either side extending from the rear axle to the middle of the frame. These rods take all the driving strain off the springs, reducing the spring duty to carrying the car. The radius rods also hold the rear axle in line under all conditions and prevent the rear wheels from whipping from side to side. Another objection which Studebaker engineers had to driving the car partially through the springs was that it would involve the only necessary elimination of the front shocker. This would take away the degree by which a certain amount of unavoidable jolt-work is absorbed and prevented from being transmitted to the body of the car and its occupant.

In all models of Studebaker cars also a strong torque arm lessens the strain on the universal joints and assures safety to the passengers. It has happened in cases where cars were not equipped with torque arms that the universal joints have broken under the strain of a heavy pull, allowing the entire shaft to tear its way through the tunnel floor.

TIGHT PISTON RINGS  
REMEDY FOR CARBON  
IN MOTOR CYLINDERS

"Carbon costs automobile owners more money than anything else," said R. B. Bauer, of the Auto Service station. "It hits them in front, behind and on both sides. Most of them have learned the lesson of using poor oil and that has stopped some of their troubles."

"But a surplus of motor oil in the cylinder heads will form carbon deposits no matter how good the oil. In other words, unless you keep your cylinder walls properly lubricated, without a portion of the oil getting by, you are going to have carbon."

"And this same carbon is what mixes with the motor oil below and ruins its lubricating qualities. It is what causes the continuous pre ignition that is the cause of more noise connecting rod and piston pin bearings than anything else, except of course, no oil at all. It is the carbon that makes you clean spark plugs every few days and probably buy a new one every few weeks. It pads under the valves and pits them. In general, next to a drunken driver, it is the gamblers greatest enemy."

"There is only one remedy to all this, and that is tight piston rings. A piston ring should form a continuous circle without the slightest gap at any point. A set of these will allow the right amount of oil on the cylinders, but will absolutely prevent the surplus being sucked up into the cylinder heads. With no oil to burn, there is no carbon, and a car without carbon is bound to be a 'longived animal'."

Besides this the eight piston rings are going to prevent those millions of little particles of carbon from blowing down into the crank case and mixing with the motor oil. You ought to use the oil in some motor cars. It looks like mud, and still it is expected to lubricate just about the hardest worked bearings in the world. When a man asks me what we need to stop his motor trouble, nine times out of ten I will tell him, 'tight piston rings.'

WIDOW OF SIXTY  
MAKES FORTUNE

(American Magazine) Mrs. Freda Edmund, a woman of 60, has made a fortune picking olives in California. Mrs. Edmund was left with little money and after experimenting with olives she decided to market her results.

At the end of the season she took her samples and went to New York dealers there hesitated to place orders, but in Philadelphia she was much more successful, and returned to California with contracts for from \$10,000 to \$15,000 gallons of fine olives.

"I came back home," said Mrs. Edmund, "and asked my son where we could get the crop or another orchard, beside our own. He knew of another one at Oroville, a great producer, with a packing plant and two thousand Chinese. We contracted for the crop, leased the plant, and went out and took charge of the place filled my contracts, and before the season was over had orders for more than I could supply. Then competition began to come and thank me for creating an unheeded demand, since they profited by the demand I could not supply."

Today Mrs. Edmund, 50 years old, is the head of her own company in Oroville, and the magnificent factory she dreamed of during the experimental days was built in 1911. After the plants suggested to her.

Love Is a Solvent

When men have lost confidence in their wives and trust each other's feelings so much that one loses confidence in the other, he must live with the wife of all his own interests with the interests of all, and shall be always ready to sacrifice himself for the members of the common family. The most of the jabs which attack men from all sides will vanish as soon as gathered upon the horizon vanishes the rising of the sun.

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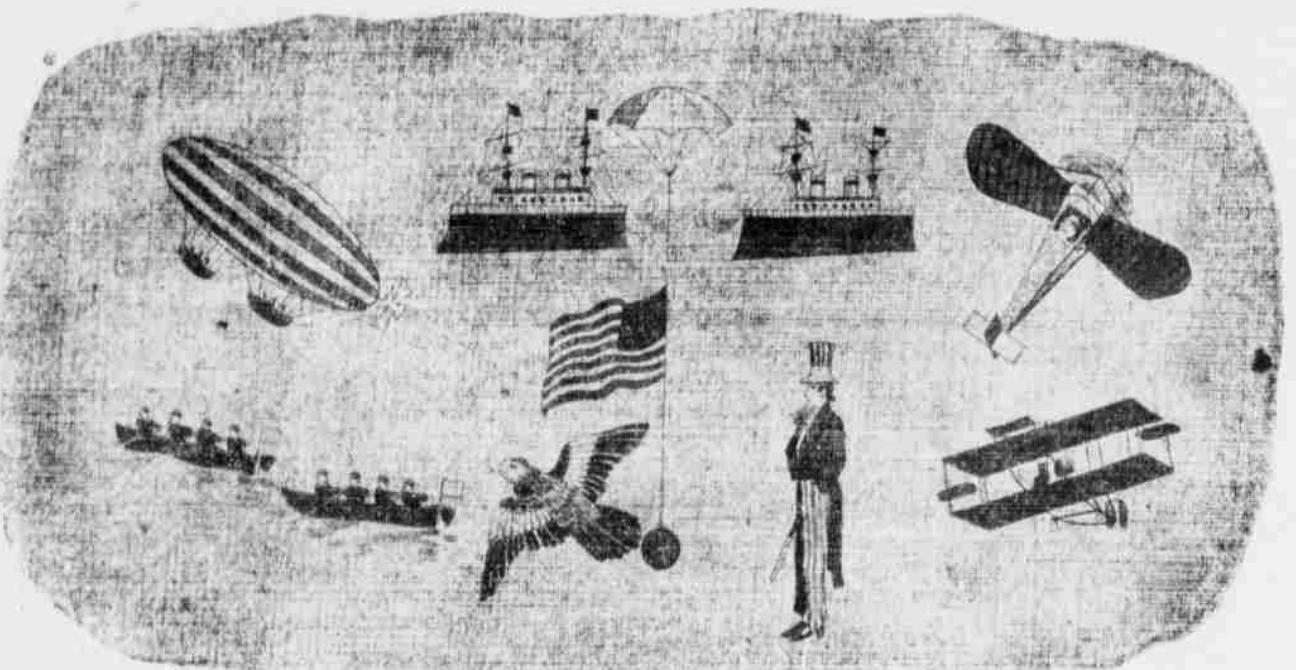
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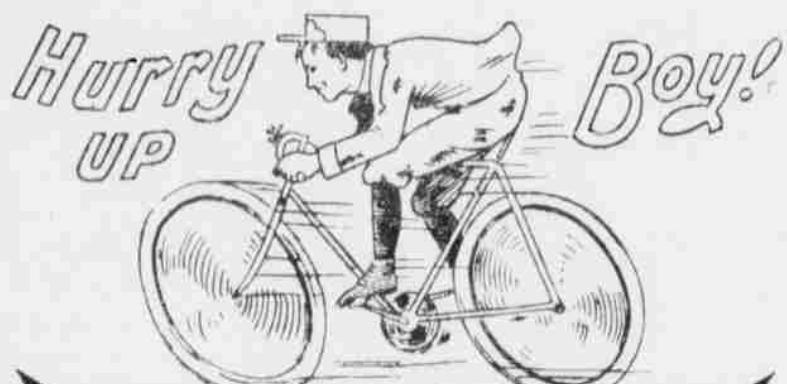
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## AUTOS ARE CHEAP NOW AND WITHIN REACH OF ANY ONE

"Automobiles are so cheap today that no one can afford to be without one," said N. M. Cudahy, well known Albuquerque dealer, and that in the literal truth.

One fact that no one can overlook is that good, practical cars can be purchased for \$350 or \$4,000.

This is the reason that over 224,000 cars are registered in this country, and that nearly 200,000 cars were built and sold last year.

That the motor car is no longer a luxury, but a necessity, is indicated by the fact that one family out of every twenty-one in this country owns a car today, and this proportion will be increased this year through the selling and marketing of over 1,000,000 new cars.

So far as motors are concerned, they are all good and efficient, whether in a big car or a machine of the size and cost class, and no one thinks any longer of wondering whether a car will run or do its work. They know it will.

The ordinary owner will not take care of his car, and yet a wonderful amount of pleasure and fun will stand as shown by the way that average automobile is abused by its owner. So today, it can be said to be practically fool-proof.

How the price of automobiles has come down in the past few years is indicated by the fact that the price of a car ten years ago was \$1,000 or more, while today the average price of a car is \$811.

While it is true that the war has brought about certain conditions in the automobile industry which to a certain extent have hampered the manufacturers of motor vehicles nevertheless, in spite of this the buyer of a 1916 car will get more for his money than ever has been the case in the past.

While it is true that the demand for steel, copper, iron and other materials to be made into automobiles has raised the price of raw material and brought about conditions making it difficult for motor car manufacturers to secure delivery of the raw or partially machined material, nevertheless such remarkable strides have been made in other directions that the extra expense is more than compensated.

The majority of the factories have installed recently much new labor-saving machinery, and in increasing their outputs have been able to produce better cars or better parts at lower cost, even though the raw product has come somewhat higher.

The parts-makers are able to deliver complete assemblies to makers of assembled cars far more expeditiously and to better quality in many cases than heretofore. Never in the world's history has there been such a popularizing of a complicated structure as that which the automobile industry has given us; never before has such a multitude of improvements been crowded into a few short years and even a few short months.

## THE LOST CITY OF THE INCAS

(Harry A. Franck in Century) The Incas, using the word broadly, showed an extraordinary liking for building on spots where they had an unbroken outlook over all the surrounding world. Lovers of nature, perhaps, though the apparent complete indifference of their descendants to its charms and moods makes the debatable. They were above all practical fellows, moved less by esthetic reasons than by an overwhelming desire to be wakened from the afternoon siesta by a well-armed boulder. Yet had their only quest been untried situations, that of Machu Picchu could scarcely have been imposed upon them. Words and pictures give faint idea of the unique charm of the place. The earth offers few such views as that from the intumacis at the top of the town.

The altitude of the city is put at 8,300 feet and that of the river 6,500, yet it is surprising how clearly, flushed, the road of the river comes unbrokenly up the 2,000 sheer feet to the invincible city. Utterly unpeopled the visible world is one tumbling mass of gigantic forested mountains rolling away to inexpressible distance; blue ranges rising afar off to snowcapped crests mingled with the sky; not the haggard and sterile Andes of elsewhere, but softened so densely wooded that nowhere is a spot of earth visible. Swung round the circle, and on the other side the gate falls as precipitously into the Urubamba. Three great blue ranges rise one behind the other, growing from blue to purple farther off, the central Cordillera snuffing off all the world beyond, seemingly near at hand, yet only a week of hard travel would attain it. In another direction the rolling ranges, faded to purple, die enticingly away one behind another into the great mantana, and the region of the Amazon, while masses of pure white clouds come majestically up out of Machu Picchu beyond.

BUICK VALVE-IN-HEAD  
GIVES SATISFACTION

The owner of a Buick valve-in-head motor car obtains with his investment a satisfaction which grows in completeness as his car continues in service. He marvels at the manner in which the matchless Buick motor retains its snap after thousands of miles of use. He is pleasantly surprised to discover that his car improves with age, and that it runs with an ever increasing smoothness, until finally when he finds out that the value that is built into Buick and lasting value of carefully chosen and rigidly inspected materials. There can be no more satisfactory possession than a Buick valve-in-head motor car.

## THE RELIGION OF CHARLES E. HUGHES

(Kansas City Star) Ex-Judge Charles E. Hughes is a baptist and founder of the Rockdale Bible class. In answer to a question as to his views on religion, Judge Hughes said:

"My views of religion are not what most of my church friends would regard as orthodox. In fact, I have rather free views, but I recognize that we have in the church the greatest conservative force in our affairs, and if for no other reason than this, I feel that it should be supported."